(c) if so, what are the details thereof?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI MOTI LAL VORA): (a) to (c) .Normally duty free stock of beer is supplied by the I.T.D.C. for the flight Calcutta/ Bangkok/Calcutta. As the I.T.D.C. did not have stocks, to meet emergency requirements, on occasions, it became necessary to procure Indian beer through a private firm, as there is severe competition on the sector by other carriers who all provide varieties of liquor. No complaints were received about the qualify of beer.

Private buses i$_n$ D.T.C.

2004. SHRI KAILASH PATI MISHRA;
SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether under a$_n$ agreement betwee$_n$ the Delhi Transport Corporation and private operators, the operator used to get about 225 kms per day @ about Rs. 2.60 per km. before the DTC strike in March last; tf so, what were the terms ahd conditions in the agreement, date of the related notification and average monthly income of tha private operator, per bus;

(b) whether, after the strike and upto May-end last, the private operators were allowed to pocket the entire income and were further given a subsidy of Rs. 200 daily, against passes; if $_s$o, what has thus been their monthly average income per bus; and

(c) .whether these terms, bearing financial implications, were carried out on verbal instructions of authori-

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Yes, Sir. The terms and conditions of the agreement for operation of private buses under DTC relate to various operational matters like following the proper schedule of the trips, prescribed route, per km. hiring, engagement of qualified driver/compliance with all statutory regulations etc. The private operations under DTC continues with the modification in condition that they retain earnings, get the compensation amount in lieu of honouring passe$_s$ issued by DTC and have their own conductor. As to the income of private operators on this operation, since DTC has no record of the details of costs oi operation incurred by th$_e$ private operators, and earnings.

(c) No, Sir.

Withdrawal of US offer to lease 5 Boeing 737 aircrafts

2005. SHRI ASHOK NATH VERMA; Will the Minister *oi* CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Air Bus Industries of U.S. has withdrawn its offer to lease 5 Boeing 737 aircrafts to Indian Airlines to meet its interim requirements pending arrival of 10 new Air Bus-320 ahcrafts in 1989, if so, what wouly be the impact on I.A.C. services; and

(b) what are the reasons for withdrawal of offer $_D$y U.S.?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI MOTI > j LAL VORA): (a) and (b) Airbus In-I dustries was negotiating lease of 5 B 737 aircraft belonging to Texa$_3$ Air Corporation. Airbus Industries have informed that the contractual negotiations between the two parties have failed. India$_n$ Airlines will, therefore, not be in $_a$ position to augment

capacity on some of its routes, as planned.

Lease of airbuses to Indian Airlines by the Airbus industries

2006. SHRI RAM CHANDRA VIKAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state whether the Airbus industries which has bee$_n$ contracted to supply 19 airbus-A 300 to Indian Airjines had agreed to meet our interim requirements by supplying airbuses on lease; if so, what is IAC's interim requirements and tha number of airbuses which have been supplied to it on lease; if no airbuses have been supplied what are the reasons therefor?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI MOTI LAL VORA); Yes, Sir. M/s Airbus Industries has already arranged for Jnd'an Airlines lease $_0$f wo Airbus A 300 aircraft. Indian Airlines had also communicated their intention of leasing one more Airbus to M/s Airbus Industrie but the latter, after making efforts, informed Indian Airlines that their efforts to get on lease one more Airbus for Indian Airlines had not met with success.

Claims paid by the Railway for wagon breaking

2007. SHRI S. S. AHLUWALIA: Will th$_s$ Minister of RAILWAYS b» pleased to state:

(a) what are the ereae under dif ferent railways where goods trains are subjected to wagon breaking by th$_e$ underworld;

(b) what is the extent of loss which the railways suffer on this count;

(c) jvhat is the amount of claim preferred every year by the consignees and the amount paid to them during the last three years; and

(d) what is the number, of cases where the Railways were able to apprehend the culprits and subject them to punishment?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRT MADHAVRAO SCINDIA): (a) The following sections/areas on the zonal railways have been identified where goods trains are subjected to Wagon Breaking by criminals:.

Railway 1	Area/Sections prone for thefts/pilferages of booked consien-ments 2 '
Eastern .	. Neihnti-Bpnden Burdwan-B«-ndeI, Burdwan-Bally (includm link and chord secton azimar Azimganj-Bande, CrLnE And - Sr.nthif.Durgrrur-G.-lsi, Sitarempur- AsamSdM Krhib^n-CMioteambPne Kiul-Bhagalpur, Gomoh-Ga^ Buxpr-Mughalsara^ Arrah-Danapur, Bakhtiyarpur-M^K Maksma-Kml, Barhsrwa-Malda, Garahara Yard. '
South Eastern .	. Santragachi-Kharagpur, Tatanagar-Chkradharpur, Adra-Bum pur, Kahpahar -Damodar Adra-Purulia Rourkela, Karagpur-Bala walter Marashelling Kharagpur Marshalling Yard, Bandamunda feSJ* Yard, Bhilai Marshalling Yard. marenaiimfj
Northern .	. Lucknow-Sultanpur-Varanasi, Mughlsarai-Naini-FaMt,™. Kanpur Marshalling yard Ghaziambad Delh.-Ghaziabad *{via* Goods avoiding line), Delh -ShahadV^!